GEOGRAPHIC NEWS BULLETINS

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NOTE TO TEACHERS: This is the first of the GEOGRAPHIC NEWS BULLETINS for the school year 1937-38. No BULLETINS were issued during the summer months. See important notice following Bulletin No. 4.

Photograph by Willard Price

HIS CHOICE MAY MEAN MUCH TO CHINA'S DESTINY

In keeping with an old Chinese custom, the mother has placed a basket containing various articles beside her one-year-old son. The first thing he picks up indicates his future career, in this case banking, because he has chosen a dollar. The counter would have meant merchant; the hoe, farmer; the inkstone or brush, a scholar. Today, many a Chinese has had to lay aside his work and take up the sword, with effects felt around the world (Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers in the United States and its possessions for one year upon receipt of 25 cents in stamps or money order (in Canada, 50 cents). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

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How China Conflict Invades American Home

WAR in China may seem comfortably remote to the American reading newspaper headlines. But effects of the struggle may soon become apparent in the very room with him. Higher prices or scarcity of hundreds of commodities exported from China to the United States brings sharply home a realization that the world today teeters on a series of delicate trade balances. For everyday life we need many things that come from the far places of the earth.

The headline scanner may be reading under an electric light with a wire filament made with tungsten, of which China is the chief source. The newspaper may have been printed with types alloyed by Chinese antimony. His chair was likely finished with quick-drying Chinese tung oil varnish, and his feet may rest on a carpet woven of Chinese wool.

Tired of the horrors of Oriental warfare, he may throw aside the newspaper, wash with soap containing Chinese sesame oil, clean his teeth with a toothbrush of Chinese bristles, climb into bed under a blanket of short staple Chinese cotton, and go to sleep on a pillow stuffed with down from Chinese ducks.

From China Come Items of Diet and Dress

Next morning at breakfast he finds that the war in China has also invaded his kitchen. Tea from China is no surprise, but the bread for his toast may have been made with eggs either frozen or dried in Shanghai. Sausage for breakfast may come in casings shipped by the barrelful from Chinese ports.

Other items of American diet affected by conditions in China are candied ginger, practically all of which bears a Chinese trademark on fat round jars; walnuts, of which China supplies about half of the United States' imports; oil of cassia and licorice, used as flavoring; cassia, the bark of which is ground into spice and marketed as "Chinese cinnamon"; cayenne pepper, mustard seed, anise seed, sesame seed, and edible oils, such as peanut oil, used for salads, cooking, and in making butter substitutes. Only four decades ago an American missionary introduced the peanut into China, and now that country is the second most important source of peanut oil imported into the United States.

Chief item of the China-to-America food trade, however, is the egg, a major money crop worth almost two million dollars annually. China is the world's greatest egg exporter, having almost a monopoly on supplies of egg yolk and egg white dried or frozen separately (see illustration, next page).

Gone are the days of clipper sailing ships, when America's China trade consisted of chests of tea, bolts of satin and taffeta, silk handkerchiefs and hair ribbons, and lacquered tea trays. Less than a tenth of the tea now in American cups was grown in China, and Japan exports twenty times as much raw silk to the United States as does China. Pacific liners today bring more valuable cargoes of less dainty Chinese exports, such as tung oil, furs, bristles, carpet wool, and goat and kid skins.

China Chief Source of Tung Oil

Although tank steamers seek Chinese ports in the Yangtze valley to tap the world's main supply of tung oil, and bring back million-dollar cargoes, the United States is not entirely dependent on China for this important ingredient of paints, varnishes, and waterproofing and insulating materials. Six southern States last year supplied one-sixtieth of our tung oil needs.

Furs, for which China annually collects the second largest bill from United States importers, supply American coat makers with several million weasel, lamb, kid, kolinski, and sheep skins. One of the fur trader's best friends is the Chinese dog, 66,000 of which in one year gave their thick dark coats to keep American buyers warm.

Second only to India is China's share of soft kid and goat skin imported to make dainty slippers and fine gloves. A by-product which supports a major industry is bristles of the North China hog, which Americans use in brushes for every purpose—hair and nail, shaving and paint. The stiff white tips are sterilized and bleached for tooth brushes.

Both cotton and wool, of which the United States already has a large supply, are imported from China, because the oriental varieties are suitable for wool carpets and light cotton blankets.

American women promote a rich trade in musk for haunting perfumes, and in straight strong hair from Shantung Province for hair nets. Of human hair, since queues became unfashionable in 1911, China has had almost a world monopoly, exporting about two million pounds annually to the United States. Chinese women at home in huts or crowded city shacks make filet and Irish laces, as taught by missionaries, or huddle over spider-webby drawn thread embroidery and cross stitch design for export to America.

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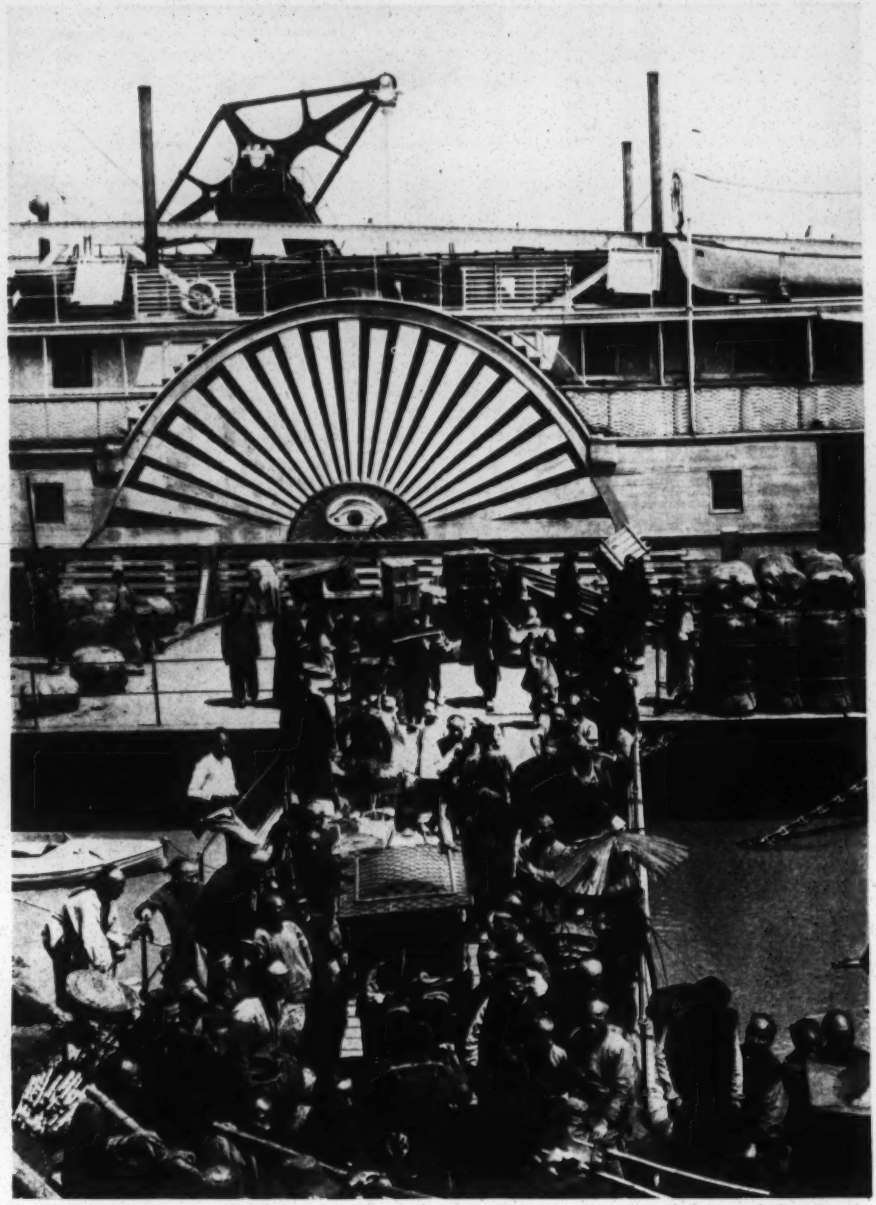

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SIDEWHEEL RIVER STEAMER AT SHANGHAI: PRELUDE TO TRANSOCEANIC TRADE

Much of the vast commerce of inland China is brought to the Whangpoo riverside of Shanghai in steamers, junks, sampans and barges for transshipment to ocean liners. The United States, according to the Department of Commerce, is China's best customer, taking over a quarter of China's exports in 1936. A fifth of China's imports come from the United States. The "eye" is painted on the vessel above in keeping with Chinese belief that a ship must be able to "see" (Bulletins 1 and 4).

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Switzerland: Peace Hub of the World

AT NYON, small terraced town on Lake Geneva's north shore, nine European nations reached an accord involving navies, submarine pirates, and sudden death on the Mediterranean.

At Geneva, fourteen miles away, where the placid blue Lake quickens into the swift waters of the Rhône, the League of Nations heard protests over the conflict between China and Japan, a whole continent away. Thus Switzerland carries on her tradition of being an emergency hospital for hopes of world peace.

The rôle of trouble-shooter is logical for Switzerland, as much because of her geography as because of her traditions. Central location makes it a convenient place for European nations to meet each other halfway. This tiny country perched high on its mountain shelf, only one-thirteenth as large as France and occupying less than half of one per cent of the continent's area, has long served as a "turntable of Europe."

Focus of Rail and Air Lines

Swiss railroads, forming one of the three most highly developed rail systems in Europe, despite mountainous obstacles, pick up through-coaches bound for Swiss resorts from the large cities of surrounding countries. Paris, London, Vienna, and Prague have non-stop airplane service to Switzerland; one additional hop only is necessary for a flight from Berlin, Budapest, and Warsaw. Other European capitals, such as Rome, Brussels, Copenhagen, and Belgrade, are only three jumps from landlocked Switzerland by air.

Like an international traffic cop, directing at a crossroads, Switzerland presides over transportation routes vital to European commerce: the Saint Gothard, and Simplon, passes and tunnels through the Alps into Italy; the start of the Rhône River and the Rhine. Her geographical position in the midst of more powerful neighbors makes Switzerland's existence as a political unit dependent upon good will as a matter of self-defense.

No National Language; Great International Understanding

Human geography of the Swiss nation gives it a distinct advantage as a good neighbor, for the people are a blending of German, French, and Italian. All three languages are recognized as official. In practice German is most generally used and Italian the least. English is studied in schools and widely used at resorts.

An unfamiliar tongue is not considered an obstacle in Switzerland. Thirty-five German dialects are spoken under the Swiss flag, sixteen French, half as many Italian, and five dialects of the strange and archaic tongue Romansch, survivals of classic Latin used by invading Roman legions twenty centuries ago. Switzerland is the one European country not dominated by a single race, uniting the Gallic people of France and Italy with the Teutonic strain from Germany.

Geography gives Switzerland an additional reason for cherishing peace by making her dependent on foreign trade for food, fuel, raw materials, and customers. A fifth of the nation's area is totally unproductive; only one-twentieth of the land is suitable for gardens and grain fields. Grain, fruits and vegetables, therefore, stand high on the hungry country's list of imports.

Since the nation's natural resources include no surplus for export, the Swiss have made a place for themselves as skilled manufacturers. But foreign trade is essential for raw materials as well as marketing of finished products. Hemp

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Of high strategic value are our imports of Chinese tungsten, antimony, and tin. The United States does not have an adequate domestic supply of any of these metals. From China, world's chief tungsten producer, comes most of that vital alloy to make electric lamp filaments or harden other metals into surgical instruments, magnets, electrical apparatus, or cutting tools. Antimony from Hunan Province is used in the preparation of storage batteries, enamels, medicine, india rubber, pewter, mothproofing, and as an alloy in type metals and in linings of brass. Antimony is employed also in munitions making.

Another product for which China is America's only source is the lubricant, tea seed oil. Similar commodities are crude cottonseed oil and flaxseed, which furnishes linseed oil for putty, paint, linoleum, oil cloth, and patent leather making.

Dramatic climax to the list of China's exports to the United States is a small and significant item, still produced in defiance of Safe-and-Sane-Fourth campaigns and sad experience —fireworks. Typically Chinese are the packets of stubby little firecrackers jacketed in jolly red, the oriental color of festivity and merrymaking. They introduced a Chinese invention to the world for which other nations soon found less jovial uses—gunpowder.

Note: For a timely description of the Shanghai and North China trouble areas and up-to-date maps, consult in the October, 1937, issue of the *National Geographic Magazine*, "Changing Shanghai" and "Peacetime Plant Hunting Around Peiping."

For additional China references see footnote following Bulletin No. 4.

Bulletin No. 1, October 4, 1937.

Photograph by Roy C. Bennett

CHINA IS THE WORLD'S GREATEST EGG EXPORTER

With more chickens in China than there are Chinese, the egg is one of the nation's chief farm crops. Large quantities of them are brought in open baskets to Shanghai, where their contents are dried or frozen. The United States uses Chinese eggs in bakeries and confectioneries, in tanning leather, and in dyeing cotton cloth, thickening ink, surfacing paper, and making photographic plates. A fleet of egg boats under the Garden Bridge, Shanghai.

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Eclipse Expedition Gathers Rich Harvest of Scientific Facts

HUGE streamers of the sun's corona, reaching out as much as 5,000,000 miles from the sun, and great flamelike tongues of superheated hydrogen gas extending 30,000 to 50,000 miles above the sun's surface were among the striking and unusual things seen and photographed during the sun's eclipse of June 8 by the National Geographic Society-U. S. Navy Eclipse Expedition, which observed the phenomenon from Canton Island (see illustration, next page) in the mid-Pacific.

These and other scientific results of the expedition were reported by members of the party upon their return to Washington. The complete scientific results will not be known, however, until after months of study of the hundreds of photographs, spectrographic records and other data that were obtained during the three and one-half minutes of darkness.

Evidence of "Coronium," a Mystery Element

Dr. S. A. Mitchell, of the University of Virginia, scientific leader of the expedition, and Captain J. F. Hellweg, U.S.N., Superintendent of the Naval Observatory, who was in charge of the Navy's participation, report that they are greatly pleased with the success of the observations made and expect that the new data will prove to be important additions to knowledge of the sun.

As in previous eclipses the astronomers again found evidence of the presence of "coronium," a mysterious element in the sun's corona. Coronium is believed by many astronomers to be some element already known, but existing in the sun's corona in a chemical state not familiar to scientists on earth. The expedition has not yet had time to determine whether its records show existence of any elements on the sun not previously known.

Using a process new in eclipse work, the expedition successfully measured the percentage of the light of the sun's corona that is polarized, that is, reflected in such a way that it vibrates in one plane only. These records are expected to prove valuable in study of the composition of the corona, which at present is a scientific puzzle.

Corona Streamers Crisscrossed

The shape of the corona was nearly circular. Photographs show that the streamers of the corona are crisscrossed in many directions, perhaps because the surface of the sun is now extremely disturbed. The total amount of light from the corona was measured and found to be about one-half that of the full moon.

A painting of the eclipse was made by Charles Bittinger, Washington artist. He noted the colors and general appearance of the eclipse during totality and is now adding the finishing touches to the picture.

Dr. Irvin C. Gardner, with the aid of an apparatus which equalized the amount of light reaching the plates from different parts of the corona, photographed both the long streamers of the corona and the prominences (hydrogen flames extending up from the sun's surface) on the same plate. He also photographed the eclipse on color separation plates, which record the red, yellow and blue ranges of color separately. These pictures were made with special plates which carried their own filters. Later these plates can be combined in such a way as to give an accurate color photograph of the eclipse, with the aid of color values as shown in Mr. Bittinger's painting.

Captain Hellweg and Mr. John E. Willis checked the times at which the

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from the Philippines for Swiss cheese cloth, metals from Canada for wire and cables, fabrics from Great Britain's mills for laces and embroideries, raw silk and floss from China for the ribbon industry, coal from Germany to fuel factories and trains not run on hydro-electric power—for such necessities to Swiss industry is international good will essential.

Switzerland also counts on a world at peace to purchase her famous Swiss clocks, exported at the rate of 16 million a year; flashlight batteries, adding machines, transformers and condensers, electric irons, meters, and time switches produced by a major metal and machinery industry; chemical factories' output of aniline dyes, tooth paste, cold creams, and hair tonic; and chocolates and cheeses (illustration below).

The fifth factor in Switzerland's importance as a world peace center is the country's tradition and declared policy of neutrality since 1618. Swiss soldiers won a name for valor—a tradition which lingers on in Vatican City—then became famous for centuries of non-aggression. While other nations cluttered up their histories with wars and revolutions, Switzerland began piling up a world's record for conferences. Geneva is now foremost in this activity, as headquarters of the League of Nations, the International Labor Office, and the International Red Cross (whose symbol is Switzerland's flag in reverse). Other Swiss cities famed for the peace meetings are Lausanne, Locarno, and Basel. Bern, the capital, is the seat of the International Unions dealing with postal and telegraphic services, railways and copyright.

For additional material about Switzerland, see: "August First in Gruyères," *National Geographic Magazine*, August, 1936; "Manless Alpine Climbing" and "Snowy Peaks and Old Costumes of Switzerland" (color insert), August, 1934; "Skiing in Switzerland's Realm of Winter Sports," March, 1933; "Flights from Arctic to Equator," April, 1932; "Rediscovering the Rhine," July, 1925; "Amid the Snows of Switzerland," March, 1922; and "Millennial City" (Geneva), June, 1919.

See also in the GEOGRAPHIC NEWS BULLETINS: "Basel, Switzerland's Strictly Business City," week of April 12, 1937.

Bulletin No. 2, October 4, 1937.

Photograph by Bernard F. Rogers, Jr.

CHEESE-MAKING IS STILL SWITZERLAND'S MOST FAMOUS LOCAL INDUSTRY

The wooden cover (right) has just been removed from a mold where a newly made cheese has been under pressure for 24 hours. Pressure is applied by means of the turnscrew suspended from the ceiling, but now pushed aside and caught on a hook in the wall. The man at the left is stirring milk in a copper cauldron for another cheese. This plant is in the village of Burgistein, near the Swiss capital, Bern.

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The Whangpoo River as Shanghai's Battlefront and Lifeline

IT IS NOT often that a river is both a battlefront and a means of escape. But fighting around Shanghai thrust this dual rôle upon the Whangpoo. For several weeks the river and its adjacent mud flats have been heavily bombarded by both Chinese and Japanese.

Meanwhile thousands of refugees, including many Americans, have run a gantlet of shellfire and aerial bombs in tenders that carried them down the Whangpoo to liners waiting at the river's mouth.

The Whangpoo in normal times is seldom mentioned by name. But whenever Shanghai is spoken of as a "seaport," the Whangpoo is being slighted. For China's largest city is really 13 miles up the winding Whangpoo, which in turn empties into the Yangtze 20 miles before its waters reach the East China Sea.

From Village to Metropolis within a Century

The Whangpoo can truly be called the author of Shanghai's success story: from fishing village to world port in less than a century. Only native junks of Chinese fishermen sailed the Whangpoo and tied up at the walled village of Shanghai in 1842, when foreign trade was first permitted by treaty to enter.

Since then, the murky stream, no wider than London's Thames, has borne sail and steam ships from all the seven seas, until the traffic has constructed a modern metropolis on the Whangpoo's ugly mud flats.

Constantly hanging over the river is the threat of silting up. Two million cubic yards of mud a year must be dredged to keep the channel open to a low-tide depth of 28 feet. A treacherous mud-bar lurks where the river empties into the Yangtze, and here large sea-going vessels transfer their cargo to lighters rather than cross the bar.

Fifty years ago Shanghai was pitied as a doomed city, about to be cut off from foreign trade entirely by the menacing silt. Since the dredges went to work, however, warships, the smaller ocean liners, and scores of tramp steamers ride at anchor in Shanghai's slim harbor, keeping China's leading city among the world's ten busiest ports. Foreign shipping, without reckoning matting-winged sampans and heavy junks that swarm about the harbor, amounts annually to over 30 million tons. Soochow Creek, an important branch, brings in much produce from the surrounding farmland (illustration following Bulletin No. 1).

Where Slang Expression "To Shanghai" Was Born

Beside the Whangpoo runs the world-famous Bund, a wide thoroughfare alive with foreign and local color. Clubs, banks, business houses, and consulates focus international interest along the waterfront. With 60,000 foreigners of 50 different nationalities in Shanghai on business and pleasure, the Whangpoo bears a heavy responsibility as a commercial entrance and safety exit.

Paralleling the river on the route from the Yangtze to the metropolis is the first railroad built in China. But it has not yet challenged the supremacy of water transportation in linking the port with the sea.

Buildings of steel and concrete achieve the almost sky-scraping altitude of 300 feet along the mud flats of the Whangpoo, difficult engineering feats in view of the fact that bed rock is reported a thousand feet below the mud surface. In addi-

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eclipse began and ended. They found that the Naval Observatory had predicted these within a few seconds of their actual occurrence. This check on eclipse timing will be extremely useful to the Observatory in its calculations of the movements of the sun, moon and earth, which are used in determining accurate time for everyday use.

Many photographs were obtained of the total eclipse with various lengths of exposure, and with several color filters, showing the corona and prominences in good detail, and motion pictures of the entire eclipse were taken.

Tests of radio reception during the eclipse indicated that apparently there was less fading of signals during the time that the sun was darkened by the moon than during daylight.

Note: Descriptions and photographs of the eclipse of June 8 will be found in "Nature's Most Dramatic Spectacle" and "Eclipse Adventures on a Desert Isle," *National Geographic Magazine*, September, 1937. See also "Observing an Eclipse in Asiatic Russia," February, 1937; "Observing a Total Eclipse of the Sun" and "Photographing the Eclipse of 1932 from the Air," November, 1932; and "Interviewing the Stars," January, 1925.

See also in the GEOGRAPHIC NEWS BULLETINS: "Unusual Eclipse of Sun To 'Sit' for Portrait in Oils," week of May 10, 1937; "Eclipse To Be Described by Radio from Pacific Island," week of April 5, 1937; and "Eclipse To Be Studied from Desert Islands," week of March 8, 1937.

Bulletin No. 3, October 4, 1937.

Photograph by Richard H. Stewart

DESERT ISLAND DWELLERS WHO PRAYED FOR SUN, NOT RAIN

The eclipse of June 8, 1937, is just beginning, and all hands are standing by their instruments—meanwhile taking a peek at the advancing moon shadow through smoked glass. Early morning clouds that threatened to ruin the observations have blown away. At the right is the eyepiece of the Reverend Paul A. McNally's telescope. In the background can be seen some of the scrubby growth and rough coral sand that cover Canton Island, a lonely atoll in the midst of the huge Pacific.

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Thule: Threshold of Northwest Greenland

THULE, Greenland, one of the world's northernmost settlements, now is for the first time under the direct control of the Danish Government, which holds sovereign rights over all of Greenland, and has actively governed much of its coast.

Thule is a village of about 300 inhabitants, nearly all Eskimos, situated on the southern shore of Wolstenholme Fjord, near the junction of Smith Sound and Baffin Bay. It lies about 350 miles north of the Arctic Circle.

Since its discovery by the Danish explorer, Knud Rasmussen, in 1910, Thule has been under a form of self rule carried out by native hunters. The explorer set up this local government, a system that, until the action of the Danish Government, was successfully operated in the remote Arctic outpost.

Base of Rasmussen Expeditions

While Thule's population growth has not been impressive, the village has become important as a trading and missionary station for a vast region of northwestern Greeland, and the headquarters and starting point for several important Arctic expeditions. Rasmussen named it "Thule" because to him it represented the last outpost in the world, literally, the Ultima Thule.

The village was particularly popular with Rasmussen on his numerous journeys into the Arctic. His first expedition out of Thule in 1912 returned after several months with data on weather conditions and natural history of northern Greenland. He learned how the Eskimos lived in the frigid northland, and his researches not only aided his own Greenland expeditions but also polar dashes that were to take place in later years.

Tragedy stalked the second Thule Expedition in 1916 under Rasmussen. One man died; another was lost and never found, but the expedition mapped the region covered and brought back to the station important findings in geology and botany.

Long Trek from Thule to Bering Strait

Three years later, Rasmussen journeyed from Thule to Angmagsalik on the east coast, collecting data on Eskimo tales and legends. The most extensive expedition in which Thule played a part, however, was that of 1921-24 when the intrepid explorer went westward across the Arctic wastes from Thule to Bering Strait, studying the life and culture of the Eskimo tribes he met on his route.

The MacMillan-Byrd Arctic Expedition passed close to Thule in 1925, en route to Etah, farthest north of Greenland Eskimo settlements. The engines of their ship, the *Peary,* were stopped while Eskimos in kayaks came alongside and were given gifts of tobacco, one of the few needs for which Eskimos must depend upon the outside world.

From Thule came one of Admiral Peary's Eskimo assistants on his successful dash for the North Pole in 1909.

Note: Students interested in Greenland should also consult "Flying Around the North Atlantic," *National Geographic Magazine,* September, 1934; "A Naturalist with MacMillan in the Arctic," March, 1926; "The MacMillan Arctic Expedition Returns," and "Flying Over the Arctic," November, 1925; and "The 'Bowdoin' in North Greenland," June, 1925.

See also in the GEOGRAPHIC NEWS BULLETINS: "Etah, Nearest to 'Santa Claus Land,'" week of December 17, 1934.

Thule may be located on the Society's map of The Arctic Regions which is available on paper at 50c and on linen at 75c.

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tion to the taller structures of offices and hotels, the Whangpoo is lined with warehouses (called "godowns" from a Malay word meaning warehouses), huge oil storage tanks, and mills for such local manufactures as paper.

Clipper ships once moored in the Whangpoo, and restless to recruit full crews by hook or crook and sail for home, brought a picturesque idiom into the English language: "to shanghai."

Note: See also "Changing Shanghai" and "Peacetime Plant Hunting Around Peiping," *National Geographic Magazine*, October, 1937; "Grand Canal Panorama," April, 1937; "Approach to Peiping," February, 1936; "Coastal Cities of China," November, 1934; "Glory That Was Imperial Peking," June, 1933; "From the Mediterranean to the Yellow Sea by Motor," November, 1932; "Cosmopolitan Shanghai, Key Seaport of China" and "Macao, Land of Sweet Sadness," September, 1932; "Raft Life on the Hwang Ho," June, 1932; "How Half the World Works," April, 1932; "Glories of the Minya Konka," October, 1930; "Seeking the Mountains of Mystery," February, 1930; "Life Among the Lamas of Choni," November, 1928; "Ho for the Soochow Ho," "The Geography of China," "Life Afloat in China," and "New China and the Printed Page," June, 1927; and "Farmers Since the Days of Noah," April, 1927.

Bulletin No. 4, October 4, 1937.

A Gift to Education—How Teachers May Cooperate

THE GEOGRAPHIC NEWS BULLETINS are a gift of the National Geographic Society to education. This is the first issue of 30 numbers, each containing five illustrated Bulletins, to be mailed weekly during the current school year. The Bulletins report the geographic background of recent events of world importance.

Because these Bulletins represent a substantial gift to schools from The Society's educational fund, the expense of advertising or circulation promotion cannot be undertaken as would be the case with a commercial publication. The Society must rely upon supervisory officials and teachers to call them to the attention of their colleagues who might use them effectively. This should be done promptly so that applicants may be put upon the mailing list to receive the early issues.

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Photograph by Donald B. MacMillan

SMITH SOUND ESKIMOS LIVE IN SNOW IGLOOS IN WINTER AND IN SKIN TENTS IN SUMMER

Although there are many Danish trading posts, with attractive wood and stone houses, along Greenland's southwest coast, most of the northern settlements of Eskimos are similar to this one at Peteravik, a few miles north of Thule. Here a group of Eskimo children are playing "capturing the walrus." Behind them are the sleds, dogs, skis and other equipment of a typical Eskimo winter village. The boys are wearing bearskin trousers and the girls long sealskin boots.